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January 18, 2013

Mr. Barry Cooper
Regional Administrator
Federal Aviation Administration - Great Lakes Region
O'Hare Lake Office Center
2300 E Devon Ave
Des Plaines IL 60018

Dear Mr. Cooper:

The Board of Directors of the Sauganash Community Association ("SCA") strongly denounces the Federal Aviation Administration's ("FAA") published plan, effective October 17, 2013, to significantly change runway usage patterns at O'Hare Airport. The noise created from these changes, especially from late night/early morning landings, will have a serious, negative impact on Sauganash and on the northwest side of the City of Chicago, without any benefits to us.

SCA, representing +700 households and +50% of Sauganash's 8,000 residents, challenges this plan and demands it to be redone in a more responsible manner for the following economic, safety, property value, and quality of life concerns:

- The forced, arbitrary shift of 80,000 landings annually that now fly over the NW suburbs and the North Shore to fly over the near north suburbs, over the lake, and back over the NW side of the City:
 - For 60,000 landings, adds up to 40 miles distance and 15 minutes flying time, wasting 40 million gallons of polluting jet fuel and costing the airlines an unnecessary \$120 million. On top of continuing landing fee increases to pay off airport bonds, this makes O'Hare more costly and is a business and job killer.
 - One of the diagonal runways to be closed directly feeds the new cut flower handling and freight-handling facility being built – planes will now have to taxi much further to use it, thereby reducing profitability for this major job-producing initiative by the City. FAA needs to work with the City –not against it.
 - Forcing tens of thousands of flights to land perpendicular to the predominant wind directions at the airport – SSW to SSE – increasing risk of dangerous wind shear conditions.
 - Closing or non-use of 3 diagonal runways that today are operationally effective and safe – wastes \$3 billion of valuable airport assets.
 - Benefits 100,000 residents (NW suburbs and North Shore) at the expense of 300,000 residents in north suburbs and City.

- The forced, arbitrary shift of practically all late night/early morning landings (wind allowing) onto Runway 27 Left/Thorndale. Runway currently has 15 landings per night typically before 11:00 PM and after 6:00 AM but will now have +100 landings with many between midnight and 5:00 AM:
 - 27 Left/Thorndale is among the oldest and shortest runways. The main runway Lawrence that now handles these landings is a mile longer than 27 Left, is safer and more modern, but will sit idle to most late night landings, wasting a +\$1 billion asset. The two new runways, Wilson and Pratt, are state of the art but will sit idle to all traffic from 10:00 PM to 6:00 AM – wasting \$2 billion of valuable assets. The west end of 27 Left called 9 Right is largely ignored, especially for takeoffs, but is among the best noise abatement runway segments as it flies over the unpopulated, already noisy Elgin/O'Hare Expressway - which is being expanded.
 - Population density under 27 Left is among the highest around the airport, while runways flying over forest preserves, shopping centers, and industrial villages are being closed or ignored.
 - Scientific studies show prolonged, repeated exposure to aircraft noise during sleep hours adversely affects health, especially for seniors. Daytime activities, especially for retirees, will be compromised. Sauganash has a lot of seniors and a lot of retirees – this plan greatly increases noise on this vulnerable population.
 - Studies, based on actual observations, indicate homes under runways used heavily at night may suffer a decrease in property value; the Lawrence and NW suburbs runways have had this situation for 50 years and have adjusted. This sudden change could harm values for property owners under and around 27 Left.
 - Most of the homes under and around 27 Left are not getting any aircraft noise sound insulation assistance.

We think the diagonal runways should be kept open and cost-effectively used to maintain O'Hare's competitiveness and to maintain safety; we feel the main runway and the two brand new runways should be used more than part-time for landings; we believe flights should be directed over no-people commercial and park zones as much as possible, and we believe homes in flyover zones where heavy traffic cannot be truly avoided should get home insulation assistance. This plan is contrary to all of these – it needs to be redone quickly. We want to meet with the FAA.

Sincerely,



Renee Bennett – President
Sauganash Community Association

cc: Congressman Mike Quigley
Congresswoman Jan Schakowsky
Ald. Margaret Laurino
Ald. John Arena
Ald. Mary O'Connor

Ald. Michael Zalewski
Ms. Jeanette Camacho, Exec. Director,
O'Hare Noise Compatibility Commission
Andy Ginocchio, 39th Ward Representative to
O'Hare Noise Compatibility Commission